



Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

September 1, 2007

Dear Director Morshed,

As a gateway between the Bay Area and the Central Valley, the Tri-Valley recognizes the critical role it plays in the region's transportation network. In 2006, The Tri-Valley Policy and Technical Advisory Committees were established as a partnership of the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, and Tracy; along with the transportation providers LAVTA, ACE, and BART; Alameda County and its CMA; San Joaquin County; the Port of Oakland; and the office of Ellen Tauscher, U.S. Representative.

The purpose of the Tri-Valley Policy Working Group and Technical Advisory Committee is to:

- Provide a forum for communication between the Tri-Valley and High Speed Rail Authority staff members as well as Regional Rail Plan staff members.
- Build consensus within the Tri-Valley around common goals and a shared vision for future rail investment.
- Advocate for the Tri-Valley's vision and preferences during the alternatives analysis and investment prioritization.

L004-1

We are grateful for the time that members of Authority staff have taken to discuss project alternatives and project status to our committees, and we are pleased to have had a public meeting on the Draft Bay Area EIR/EIS in Livermore on August 27th.

Prior to the Authority's public meeting, the Policy Advisory Committee met in Livermore to adopt a position on the alignment of High Speed Rail in the Bay Area, with particular attention to its impacts on the Tri-Valley. This letter reflects the outcome of that meeting, as well as the public comments we heard at the Authority's own public meeting.

What follows is the policy statement adopted by our Policy Advisory Committee on August 27 and specific feedback on the key issues raised in the draft EIR/EIS.

L004-2

Policy Statement

This policy statement reflects the Tri-Valley's need for improved regional and statewide transportation options, as well as concerns about environmental impacts of High Speed Train service as discussed in the Draft Bay Area EIR/EIS:

1. Tri-Valley PAC supports continued study of high speed rail through the Altamont Corridor on the Union Pacific corridor **PROVIDED:**
 - a. There are no significant Right-of-Way takes.
 - b. There is no major aerial structure through Pleasanton.

L004-3

The Policy Advisory Committee recognizes that the progress of High Speed Rail and the development of a Regional Rail Plan for the Bay Area are related processes, and we appreciate the efforts of the Regional Rail Plan project team and the High Speed Rail Authority staff to coordinate as closely as possible. The Policy Advisory Committee would like the High Speed Rail Authority to be aware that it has taken the following position on the recommendations in the Draft Regional Rail Plan:

2. Tri-Valley PAC supports continuing evaluation of the Regional Rail Plan's recommendation for a BART extension to Isabel/Stanley and beyond **PROVIDED:**
 - a. Alternatives including Isabel/Stanley, Greenville, and beyond will continue to be studied in the environmental document.
 - b. An environmental document process can begin to be developed soon after the adoption of the Regional Rail Plan.

L004-4

Consideration of Alignment Alternatives

The Draft Bay Area EIR/EIS includes a Bay Area HSR alignment that would include High Speed Train service in both the Altamont and Pacheco corridors, with express service provided through the Pacheco pass and regional overlay service provided through the Altamont pass. The Policy Advisory Committee believes that this option may present the best way of addressing our concerns and delivering optimal HST service to the region as a whole.

L004-5

The combined Altamont/Pacheco (Hybrid) alignment option allows HSR to provide frequent service along the most direct route between northern and southern California, while still serving the important regional transportation corridors in Northern California, including those in the Central Valley, the Tri-Valley, and between Sacramento and the Bay Area. The Draft EIR/EIS demonstrates that the corridors served by the Altamont alignment include some of the greatest travel demand in the entire system.

While providing these important transportation advantages, a system that provides service in both major corridors also mitigates some of the possible negative impacts identified in the Draft EIR/EIS. Specifically related to the Tri-Valley's key concerns, it would improve the likelihood that HST service could be delivered within the existing Union Pacific Right-of-Way without the need for major aerial infrastructure, or significant right-of-way acquisition through the developed portions of the Tri-Valley.

L004-6

Finally, we believe that committing to invest in all of the major markets of Northern California would build momentum for the passage of the statewide High Speed Rail funding bond now scheduled to go before California voters in 2008.

L004-7

We recognize that building this alternative would add significantly to capital costs of the Bay Area portion of the HST system. However, we believe that it is well worth evaluating whether the important benefits outweigh these added costs.

L004-8

We also recognize that such an alternative would have to be built in phases. Along with the San Joaquin Council of Governments, we would urge that the Authority investigate the possibility of building the Altamont branch of the system first. We appreciate your continued consideration of this alternative.

L004-9

The Tri-Valley Policy and Technical Advisory Committee look forward to the prompt release of a final EIR/EIS for the Bay Area, and the adoption of a preferred alignment alternative. Once again, we appreciate the time your staff has taken to work with our groups and the respect you have given to our concerns.

Sincerely yours,

A handwritten signature in cursive script, reading "Marshall Kamena".

Marshall Kamena
Mayor, City of Livermore